Travels in the Protectorate

"Ya Toosh, is it true that there is a truce?" would ask the leader.

"Yes," replied the Political Officer.

"Do you swear it on your face?" was the next inquiry from one of the tribesmen who thrust his face into that of the Political Officer and spoke as if he was half a mile away, and his hearer was hard of hearing.

"I do," was the answer.

"Praise be to God," and with joy and more hand-shaking the tribesmen went back to their hills and a new future.

"You get on well with these chaps," I said to Alistair McIntosh, known throughout the Protectorate as "Toosh", the nearest the tribesmen could get to his name.

"Yes, we have much in common," said Alistair.

"What?" I asked, with surprise.

My companion was a well covered, apple-cheeked, and particularly comfortable looking scholar, who had looked forward to an academic career at his old University, where he had studied Oriental languages until the World War disrupted the even tenor of his life. Our recent visitors were certainly not scholars nor were they rosy-cheeked and comfortable; far from it, a more savage and ill-nourished looking lot of people it would be hard to find.

"My ancestors were cattle thieves like theirs, and our way of life was much the same," was the answer.

We followed the new road north from Mahfidh to Yeshbum, a road made with difficulty and much hard manual labour by the Aden Protectorate Levies and the Government Guards aided by Aulaki tribesmen, a road linking these hitherto remote areas with the Aden Colony and the outer world. This was the road which later was destined to be blocked for many months by the wanton action of a few bigoted and misguided tribesmen of the Lower Aulaki encouraged and rewarded by the Imam's Governor of the Beidha area, the Qadhi Muhammed Abdullah Ash Shami. These temporary setbacks are a nuisance, but they are really not more than this because roads have come to stay and newer and better roads have been planned which will drive through the Protectorate, some taking a new line,

2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1

• 491 others following the old, but all opening up the country and making possible better security and greater trade.

794 184 [178] At Yeshbum I stayed the night with a family of influential Saiyids. They were very pleasant people indeed on the surface, though the opening up of the country must have been disagreeable to all but the broad-minded among them, and Saiyids like other religious leaders, are not renowned for their broadness of mind. Inviolate as Saiyids, descendants of the Prophet Muhammed, shrewd business men who lend money against property mortgages, educated among an ignorant people, and by tradition the mediators in family and tribal disputes, they were powerful people whose influence was bound to be affected adversely as contact with the outer world increased and education became effective. My host of the evening was Sheikh Ali Jifri, a charming elderly gentleman much afflicted with rheumatism, who was far-sighted enough to recognise the inevitable and to accept a change which he knew to be in the interests of the Aulaki people. Unfortunately, he died not long after my visit and his kindly influence was removed from his brother and his sons and nephews. They have always been difficult and resentful and have never really co-operated in the setting up of the Aulaki administration and have not used their influence in the right direction in the Council Chamber. [185] Political interests in the neighbourhood of Aden and in the Colony itself and the acquisition of agricultural land in the rich cotton areas, have been their pursuits. Nasser of Egypt is their idol and independence is their goal. What a pity learned students of religion cannot be content with the greatest of all occupations, the bringing of the word of God to the people of this tortured earth. The truth is that the false gods of wealth and power attract descendants of the Prophet in the same way as other people, for after all, they are but human.

184 - [541] The following day we drove up the Wadi Yeshbum to Said, the capital of the State beneath whose ancient towers I was to be greeted by the Amir, his brothers and the tribal leaders. They were all ready for us where the Wadi broadens just below the town and they formed a procession, firing their rifles in the traditional manner, while their poets composed

2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1

the message was not sent through the proper channels. There is none of that nonsense. Too often are we in the West inclined to connect the Royal Air Force with destruction and death alone, bombing and rocketing and such-like punitive measures, but the tribesman in the Protectorate does not make that mistake. He is only too well aware of the other side of their work—the humane side—which is the least spectacular and seldom achieves the headlines in the daily papers in this country. The tribesman has seen the doctor arrive by air to tend the wounded and the sick, he has seen sick relatives borne off to hospital and he has seen food dropped from 'planes to the starving people in famine areas, and he does not always forget a kindness.

The most humanising and pacifying influence which any administration can exert is to encourage the construction of roads through previously inaccessible territory, and I was very keen on providing the Protectorate with as many good roads as possible, thereby following the excellent example of my predecessors and that great philanthropist Saiyid Sir Abu Bakr Al Kaff, K.B.E. who, at his own expense, to the tune of more than £1,000,000, constructed the first motor road from the Wadi Hadhramaut to Mukalla, thus linking the Wadi directly with the sea for the first time. Later, a second road was constructed farther to the east with funds provided by the Colonial Development Fund, and in the Western Protectorate the Aden-Dhala road was improved and plans made and funds earmarked to build a road from Aden to Beidha in the Yemen via Abiyan and up the great Audhali escarpment, and to improve the existing Aden-Yemen road through Lahej.

It was one thing to plan a road, to find the money for its construction and carry out the actual work, but it was quite another to ensure the safety of travellers along the new road. A lorry can carry several tons and a camel only three hundred pounds, so that one medium-sized lorry was equivalent to more than a dozen camels. Lorries average 20 miles an hour even on a bad road and can travel continuously day and night, while the camel can only manage 2½ miles an hour, and even less when heavily laden, and has to be given adequate rest. The

3-Gt. Brit. Colonial Office G-3 (1938) 1940 MM1 Aden M341

605 *Wilh. Wilhelmsen.*—Do not usually discharge at Aden outward. Homeward from Australian ports to Aden, Port Sudan, Port Said, Alexandria, Malta, Marseilles, Dunkirk, Antwerp, Rotterdam, Bremen, Hamburg, Stavanger, Oslo; route sometimes varies to include a Spanish port or other Scandinavian ports.

Hamburg Amerika Line.—Homeward. Dutch East Indian ports via Aden to Antwerp, Rotterdam, Bremen, Hamburg.

Deutsche Ost. Afrikka Linie.—Outward and homeward as occasion offers. Outward: Hamburg, Amsterdam, Rotterdam, Antwerp, Southampton, Lisbon, Ceuta, Malaga, Genoa, Port Said, Suez, Aden, Mombasa, Tanga, Zanzibar, Dar es Salaam, Port Amelia, Mozambique, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Capetown and above ports via Aden to Hamburg.

Hansa Line.—Bremen, Hamburg, Amsterdam, Rotterdam, Antwerp, Port Said, Suez, Yambo, Jeddah, Port Sudan, Djibouti, Aden, Muscat, Bunder Abbas, Lingah, Durban, Bahrein, Bushire, Koweit, Bander Shahpur, Mohammerah and Basrah. Homeward: Suez, Port Said, Antwerp, Rotterdam or Amsterdam, Hamburg and Bremen.

Coasting Vessels.—Messrs. Cowasjee Dinshaw and Brothers and the Halal Shipping Company, Limited, maintain a fleet of five and three steamers respectively which run between Aden and Mukalla, Shehr, Berbera, Zeila, Perim, Djibouti, Mocha, Kamaran, Hodeidah, Gizan, Medi and Port Sudan. Many dhows also trade to and from these ports, and, in addition, sail to many other small ports in the southern Red Sea, the Gulf of Aden, the Persian Gulf, and also to Socotra.

Many other shipping lines make occasional calls at Aden in connection with cargo, and other lines call at Aden for bunkers only.

The only ports to which the direct service is poor are those in the Levant, Spain and Portugal.

Roads

496 505 There are no railways in the Colony and all transport is by road or by sea. The sea transport is not great and consists of the carriage of salt and building materials from Little Aden to Tawahi and Maala.

491 It is difficult to give an accurate estimate of the road mileage as the side roads in the town which are used principally by pedestrians and camels do not require to be kept up, and the Royal Air Force maintain certain of the roads which lie in the Military Area. The Aden Settlement maintain 13 miles of bituminous macadam road and 19 miles of water-bound macadam road.

Every effort was made during the year to improve the surface of the main roads. There are 50 miles of roads within the civil limits of Aden, but only 18·14 miles are treated with bitumastic compounds. Until camel carts are fitted with solid rubber or pneumatic tyres much of the effort spent on road maintenance is nullified by the damage done to the new surface by steel shod wheels.

4:G Brit., Colonial Office G-3 (1937) 1939 MM1 Aden MM1

five and three steamers respectively which run between Aden and Mukalla, Shehr, Berbera, Zeila, Perim, Djibouti, Mocha, Kamaran, Hodeidah, Gizan, Medi and Port Sudan. Very frequent services of dhows also trade to and from these ports and in addition to many other little ports on both sides of southern Red Sea, Gulf of Aden up to Persian Gulf and also to Socotra.

Many other shipping lines make occasional calls at Aden in connection with cargo, and other lines call at Aden for bunkers only.

The only ports for which there is a poor direct service are the Levant Spanish and Portuguese ports. Cargo is sent with transhipment at Port Said.

Roads.

There are no railways in the Colony and all transport is by road or by sea. The sea transport is not great and consists of the carriage of salt and building materials from Little Aden to Tawahi and Maala.

It is difficult to give an accurate estimate of the road mileage as the side roads in the town which are used principally by pedestrians and camels do not require to be kept up, and the Royal Air Force maintain certain of the roads which lie in the Military Area. The Aden Settlement maintain 13 miles of bituminous macadam road and 19 miles of water-bound macadam road.

Motor Transport.

On the 31st December, 1937, there were 198 licensed public cars and 53 licensed omnibuses. The number of private cars was 367 and there were 66 licensed lorries and trucks.

The following statement shows the countries of origin of the above motor vehicles:—

		No. of vehicles.
1.	British Empire	234
2.	United States of America...	391
3.	French	9
4.	Italian	36
5.	German	14
	Total	684

Trade with the interior is conducted mainly by camel caravans, but as roads and routes in the Aden Protectorate are being developed more and more cars and lorries are being brought into use.

Post Offices.

The Postmaster at Steamer Point is responsible for the postal services under the general control of the Finance Officer. The offices in the Colony are situated at Steamer Point, Camp and

5:Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden M M!

All buildings in course of erection are inspected periodically to ensure that they comply with the regulations in force. Seventy-eight permanent building permits were issued in 1947, compared with 21 in the previous year.

Crown Lands

The Director of Public Works is also Commissioner and Registrar of Lands, and all transfers of immovable property made during the year were duly registered after the various titles had been carefully scrutinised.

Eighteen parcels of Crown land were also leased during the year to the general public for various building purposes, compared with two in 1946.

Stores

All work is carried out departmentally by direct labour, and consequently large stocks of building and other stores have to be kept. Deliveries of most goods from the United Kingdom during 1947 were much better than in the previous year, and stores to the value of £55,000 were issued to the various works during the year under review.

Labour

Little or no difficulty was experienced in obtaining artisans or labourers until the latter part of the year, when a large number of masons and carpenters left for more lucrative employment in the Persian Gulf. The standard of tradesmen is not high, and the establishment of a Trade School which Government have under consideration would go a long way to raise the standard of local craftsmen to a higher level.

BROADCASTING

There has been no broadcasting service since the Aden Station ZNR closed down at the end of 1945. Towards the end of 1947 the re-introduction of this service, at least for emergency purposes, was proposed, and the possibility of reviving broadcasting, whether for emergency purposes or as a regular service, considered.

Number of wireless receiving licenses	625
Number of radio diffusion subscribers	Nil

Chapter 11 : Communications

ROADS

There are no railways in the Colony, and communication between the various townships is by road.

The main roads are constructed in bituminous macadam, and average 20 feet in width. Some secondary roads are similarly constructed,

5:Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden MM1

491 3·4 miles having been laid down in 1947, but the majority are in water-bound macadam. There are in addition some 10 miles of streets in the two townships which have not yet been made up.

All bituminous and water-bound macadam roads are kept in reasonable repair, and as and when funds and materials permit, existing "earth roads" are made up. The usual specification is as follows: the carriageway is composed of 4 inches of bituminous macadam in two coats, 3 inches of coarse and 1 inch of fine, on 12 inches of hardcore foundation with 12 × 6 inches of rough chisel-dressed kerbing. Footpaths are of bituminous macadam or cement concrete on suitable foundations.

[487]

The mileage of roads in the Colony is as shown below:

Bituminous macadam roads	*Water-bound macadam roads*	*Unmade roads*	*Total*
30·80 miles	10·40 miles	18·70 miles	59·90 miles

The Development Committee recommended that £200,000 of the surplus funds of the Colony should be used for improving the roads, and £15,000 of this was provided in the 1948–49 Estimates.

The roads are well signposted, and traffic lines painted where necessary. Reflecting road studs are on order, and the use of these will reduce the cost of painting traffic lines. Street lighting is by electricity and the main roads in the built-up areas are well lit.

The maintenance of existing roads and the construction of new roads is carried out by the Public Works Department, and the total expenditure on this account during 1947 was £17,500.

493 The following vehicles have been registered:

	No.
Taxis	196
Omnibuses	64
Private Cars	990
Commercial Vehicles	472
Motor-Cycles	73
Horse Gharries	24
Camel Carts	44
TOTAL	1,863

Figures for bicycles are not available as they are not registered.

AIR

509 There are no internal air services, but two services of the British Overseas Airways Corporation and Clairways connect the Colony with Kamaran, Eritrea, Ethiopia, British Somaliland, Somalia (Mogadishu), Kenya, Sudan, Egypt and the United Kingdom. There is also a fortnightly service between Aden and Riyan (Eastern Aden Protectorate).

The Ethiopian Air Lines run a service between Aden and Addis

6:Gt. Brit., Colonial Office G-3 (1948) 1950 MM1 Aden MM1

Labour

464 1948 was a difficult year for labour. Due to the considerable increase in the cost of living, several strikes took place, and wages had to be increased to offset this rise.

There was a shortage of skilled carpenters and masons, early in the year, but due to Government's action in limiting the number of exit permits granted to these tradesmen to go to the Persian Gulf, where more lucrative employment was available with work in connection with oil development, the position became easier, and most of the buildings scheduled for 1948 were completed.

Chapter 11 : Communications

[496] There are no railways in the Colony and communications between the various townships is by road.

• 491 The main roads are constructed in bituminous macadam, and the carriageways are 20 feet in width. Some secondary roads are similarly constructed, but the majority are in water bound macadam. There are also about eight miles of streets in the bazaar area which have not yet been made up.

All bituminous and water-bound macadam roads are kept in reasonable repair, and as and when funds and materials permit, existing " earth roads " are made up. The usual specification is as follows: the carriageway is composed of 4 inches of bituminous macadam in two coats, 3 inches of coarse and 1 inch of fine, on 12 inches of hardcore foundation with 12 × 6 inches of rough chisel-dressed kerbing. Footpaths are of bituminous macadam or cement concrete on suitable foundations.

The Colony has:

Bituminous macadam roads	*Water-bound macadam roads*	*Unmade roads*	*Total*
34 miles	10 miles	16 miles	60 miles

652 491 The Development Committee recommended that £200,000 of the surplus funds of the Colony should be used for improving the roads, and £15,000 of this sum was spent in making up roads in the bazaar area in 1948.

The roads are well signposted, and traffic lines superimposed where necessary. Road reflecting studs are also fitted on some dangerous corners.

Street lighting is by electricity, and all the main roads and the majority of the secondary roads are well lit.

The expenditure on roads during 1948 was £30,000.

Mechanical Workshop

655 496 A vehicle workshop is maintained where all Government motor vehicles are serviced and repaired. Animal drawn vehicles such as refuse carts, night soil carts, etc., are also made and repaired.

655 322 *Furniture*

The Government instituted a scheme to manufacture and repair furniture on hire to officials residing in Government houses. Two thousand two hundred and fifty pounds was spent during 1949 and 1950 on new furniture made in the workshop and obtained from contractors.

653 331 *Building Plans*

Building plans submitted by the general public for approval are checked and then forwarded to the Township Authority for sanction. All buildings in course of erection are inspected at regular intervals to ensure that they comply with regulations. Two hundred and seventy-six permanent building permits were issued during the two years.

Crown Lands

423 427 653 The Director of Public Works, who is also Commissioner and Registrar of Lands, scrutinises various titles submitted to him for transfers of immoveable property. All transfers are registered. One hundred and forty-five plots of land were leased to the public for the erection of residential, commercial and industrial buildings in the period under review.

653 *Stores*

As many new works and all maintenance works are carried out by direct labour, large stocks of building and other stores have to be kept. Stocks valued at £91,200 in 1949 and £78,000 in 1950 were issued from the Central Stores Depot.

464 *Labour*

Some difficulty was experienced in obtaining skilled artisans but plenty of labourers were available. The standard of tradesmen is not high, but it is hoped that the new Technical College will go a long way to raise the standard.

Chapter 11: Communications

ROADS

[496] There are no railways in the Colony and the communication between the townships is by road.

● 491 The main roads are constructed in bituminous macadam, and the 499 carriage-ways vary in width from 20 feet to about 40 feet. Some secondary roads are similarly constructed. There are about eight miles of streets in the bazaar areas which have not yet been made up.

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden MM1

All roads are kept in reasonable repair, and as and when funds and materials permit, existing unmade roads are surfaced. 491 499

The Colony has :

Bituminous Macadam Roads	*Water bound Macadam Roads*	*Unmade Roads*	*Total*
56·07 miles	6·30 miles	11·9 miles	74·27 miles

The Development Committee has recommended that £200,000 of the surplus funds of the Colony be used for improving roads, and £37,500 of this sum was spent in making up new roads in 1949 and 1950.

The roads are well sign-posted and traffic lines provided where necessary. Road reflecting studs are also fitted on dangerous bends and some narrow roads. All street lighting is by electricity, and most main roads and the majority of the secondary roads are lighted. 491 487

The expenditure on roads during the years 1949 and 1950 was £74,000. 653

The following vehicles were registered at the Police Traffic Office : 493

	1949	1950
Taxis	196	196
Omnibuses	61	61
Private cars	1,419	1,115
Commercial vehicles ..	337	322
Motor cycles	76	74
Horse gharries	12	6
Camel carts :		
Water carts	30	36
Loading carts	58	64
Bicycles	132	126

POSTS AND TELEGRAPHS

There are four post offices in the Colony, two in the Eastern Protectorate and one at Kamaran. There are also 21 postal agencies in the Eastern Aden Protectorate. Money order business is transacted at the four post offices in the Colony, at one in the Protectorate and at Kamaran. Communication with all parts of the world is maintained mainly by the use of the British Overseas Airways Corporation services. 205

Cable & Wireless Ltd. provide cable and telegraphic communication with all parts of the world and operate a wireless telegraph station which works to Perim Island, Kamaran, Mukalla and Seiyun in the Eastern Aden Protectorate, and to adjacent countries, i.e. French and British Somaliland, Ethiopia, Yemen, etc. 206

The overseas radio-telephone service with the United Kingdom was formally opened on 17th July, 1950, by the Secretary of State and His Excellency Sir Reginald Champion. The service is also extended to Kenya, Uganda and Tanganyika and it is hoped that eventually it will be available to India.

The automatic telephone exchange continues to be congested and there can be no substantial improvement until a new exchange

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

505 Port of Aden during 1951 was 4,338 with an aggregate tonnage of 18,715,839 and in 1952 the number was 4,620 with a tonnage of 20,477,679.

The number of country craft which entered the port during 1951 was 1,816 with an aggregate tonnage of 145,916 and in 1952 the number was 1,685 with a tonnage of 130,003.

The following table shows the nationality, number and tonnage of the vessels which entered the port during 1951 and 1952 :

	1951		1952	
Nationality	*Number*	*Tonnage*	*Number*	*Tonnage*
British . . .	2,355	11,115,667	2,381	11,451,779
French . . .	107	569,062	121	628,009
Italian . . .	295	895,565	329	1,153,827
American . .	216	981,976	214	948,655
Others . . .	1,365	5,153,569	1,575	6,295,409
	4,338	18,715,839	4,620	20,477,679

ROADS

[498] There are no railways in the Colony and communication between the townships is by road.

491 The main roads are constructed in bituminous macadam, and the carriage-ways vary in width from 20 feet to about 40 feet. Some secondary roads are similarly constructed. There are about eight miles of streets in the bazaar areas which have not yet been made up. As and when funds and materials permit, existing unmade roads are surfaced.

The Colony has :

Bituminous Macadam Roads	*Water-bound Macadam Roads*	*Unmade Roads*	*Miles Total*
57.20	7.30	11.97	76.47

[494] The total number of licensed vehicles was 3,215.

CIVIL AVIATION

508 There are two airfields in the Colony, Khormaksar, the official
509 airport, and Sheikh Othman, maintained as a stand-by. Khormaksar is controlled by the Royal Air Force which provides the Air Traffic Control, Flight Information and Meteorological facilities.

The construction of a civil airport within the limits of the Royal Air Force aerodrome at Khormaksar was completed early in 1952 and the new terminal building was officially opened by the Governor on 1st May, 1952. Arrangements are being concluded for International Aeradio Limited to instal and operate a Civil Aviation Aeromobile Communication Service and three W/T point-to-point circuits connecting with Karachi and Bahrein, Nairobi and Mogadishu, and Khartoum and Asmara. These services will commence early in 1953.

509 The Colony has been served by five international airlines : Aden

3:Royal Institute of International Affairs U-4 (no date)1954 M1 Middle East
Aden MM1

439 Restrictions imposed by Eritrea and Somalia on the importation of goods from Aden were causing some dissatisfaction.

491 The Colony is served by good roads which extend to Shaikh Othman and Lahej. Increasing use is being made of motor 494 vehicles on some 700 miles of tracks in the Western Aden Pro- 505 tectorate, but communications with the Hadramaut coast are 506 almost entirely by sea or air. Since the Colony ceased to be 205 administered by the Government of India in 1937, it has had 436 its own postal administration and issued its own stamps. When India became independent in 1947, the Aden Government began to consider abandoning the rupee as the legal currency, but the change to the East African shilling (divided into 100 cents) was not effected until October 1951, when Aden came under the jurisdiction of the East African currency board.

651 The main sources of revenue are income tax, excess profits 652 and other direct taxes, and excise duties. Revenue for 1951–2 was £1,577,646 and expenditure £1,597,400 plus a contribution of £1 million to the development fund. The development plan, as revised in 1949, envisaged the expenditure in three years of £2,023,000, of which 53 per cent was to be provided by the Colony's own surplus balances and 15 per cent by the British Government under the Colonial Development and Welfare vote, while it was hoped to raise the remainder (£660,000) as loans in London. Further proposals for development until 1956–7 at an additional cost of nearly £4 million were being considered by the Colonial Office at the end of 1952. In 1953 development plan expenditure approved[1] for the Colony and Protectorates reached a total of £6,270,000, of which £850,000 came from Colonial Development and Welfare funds and 658 £5,420,000 from local loans and resources.[2] Meanwhile, under [873 the educational part of the 1949 programme (16 per cent of the 874] total) an Aden College of upper secondary status and a technical college have been built, and a number of primary and secondary schools built or enlarged. In 1952 3,152 boys and 1,562 girls were receiving primary, and 1,552 boys and 256 girls secondary education in government or private schools. Egyptian women teachers were being employed in post-primary schools owing to the shortage of qualified Aden women. Overseas scholarships to the Anglo-Egyptian Sudan and Great

[1] In principle, but subject to further revision.

[2] In December of that year the Aden Government floated a public loan for the first time for the financing of development works, including a new power station, a new telephone exchange, and major water improvements. A total of £1,330,000 was issued in 4½ per cent stock of which £480,000 was taken up for Colonial Government funds, £100,000 reserved for public subscription in Aden, and £750,000 was placed on the London market.

is known of the mineral reserves of this region, and most of the local industries are small and primitive. Salt is the chief export of the Colony; tobacco, honey and fish products, of the Protectorates.

The port of Aden is visited regularly by ships from all parts of the world. Within the last few years, the Colony has also become a regional center for air services to Cairo and other cities in the Near East and East Africa. Communications between the Colony and the interior are mainly by roads and caravan trails, supplemented by a coastwise dhow trade. Camels and donkeys are the primary means of transport, but the use of motor vehicles is increasing along the main routes. Roads suitable for motor traffic link Aden Colony with certain population centers in Western Aden Protectorate, and Mukalla with the larger towns of the Hadhramaut and adjacent coastlands. Access to the interior is also provided by military air services.

[509]

Food and Nutrition

Aden Colony is a cosmopolitan community, in which a variety of food habits is found among the peoples of different racial and economic groups. With the exception of fish, milk and limited supplies of garden vegetables, all foodstuffs are imported. Undernutrition is prevalent among the poorer inhabitants, and particularly among the transient laborers from the interior.

Food supplies are never abundant in the Protectorate, where cultivation is restricted by the nature of the terrain and the scarcity of water in many areas. Anything which interferes with normal production, such as droughts or an invasion of locusts, may result in local food shortages, often approaching famine conditions. The Hadhramaut was seriously affected during the widespread drought in 1943, and children were evacuated from some of the famine areas to relief camps in Mukalla.

The average Arab diet is simple, while that of the pastoral tribes is almost invari-